

# The China Mail

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HONGKONG, THURSDAY, FEBRUARY 15, 1906.

正月廿二日

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Hongkong, February 12, 1906. 301

NOTICE.

THE UNDERSIGNED are in receipt of  
Telegraphic Advice to the effect that  
the a.s. LOTHIAN, which sailed hence  
for New York on the 14th December last,  
has put into Malta for repairs, and it will  
be necessary for the steamer to dry dock  
there before proceeding on her voyage to  
New York.

DODWELL & CO., LTD.,  
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Hongkong, February 10, 1906. 288

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## THE CHINA MAIL.

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THURSDAY, FEBRUARY 15, 1906.

# THE CHINA MAIL.

## THE CHINESE PONY.

In the course of a series of articles on the new Chinese Army, a correspondent writes thus in *The Times* on the Chinese pony: An important asset among the military resources of China is the horse of the country, commonly known as the Chinese pony, but more correctly speaking, I understand, the Mongolian pony. Brod in the regions north of Peking, this magnificently proportioned little animal stands between 12 and 13 hands in height, and in appearance very much resembles our Clydesdale, of which he is an admirable miniature representation. He possesses a broad powerful back and round muscular quarters, great barrel and deep chest, allowing ample room for the vital organs. Thick neck, coarse head, and big bold eyes describe him in front and short sturdy legs on rather straight pasterns indicate his understandings. His faults are rather a straight shoulder and a tendency in his hocks to meet. This description is applicable to the stock animal of whom hundreds of thousands are engaged in carting work in the north of China. The Chinese cavalry and artillery are horsed by selected animals of the above type, many having a strain of lighter blood which renders them more suitable for mounted work. The most extraordinary uniformity in colour and shape is characteristic of both cavalry and artillery, and I believe it is a fact that horses in finer condition do not exist in any army in the world. Indeed, the Chinaman is a born horseman who has nothing to learn from Europe in the handling of horses, though, of course, he is quite ignorant of veterinary science.

To temper the Chinese pony is angelic, in spirit heroic, and in staining unsurpassable. For industry and intelligence in the traces there is none like him; behind a team a gun is as mobile as a perambulator. Out of six which I rode regularly at one time or another during the war, four carried me 50 miles in a day, and one no less than 90 miles in 24 hours on painlessly steady feed, too. They seldom go lame; and out of many that I have examined, none had any perceptible unsoundness. The Chinese feed their ponies abundantly, but if pinched they will eat the thatch of a house or a piece of matting, or the leaves off a tree. With all his merits, however, the Chinese pony is not a good saddle animal, for his gait is uncomfortable and he requires hard riding throughout every mile of a journey. If one has no company, his size is entirely against him for cavalry purposes, and it is a question if his weight will be equal to the task of pulling the modern guns which quick-drawing appurtenances have rendered so heavy. It is in mounted infantry that the Chinese pony will find his metier, a more suitable beast for this purpose being hardly conceivable. There are normally in Manchuria alone at least half a million ponies practically all fitted for mounted infantry work, docile and easily trained, easy to mount. In these and the fine infantry we saw at Hsichien, which can be multiplied indefinitely of a population of 450 million people, there is a potentiality that may well cause reflection. In discussing the Chinese horse it is also well to remember that in China there are millions upon millions of horses daily engaged in pack work, in which they are highly skilled. But despite these two valuable assets, if China is ever to have proper cavalry and modern artillery it will be necessary for her to import heavy horses, to breed in and from imported stock until a bigger animal is evolved.

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THE Latest Method of the AMERICAN  
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From the University of Pennsylvania,  
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1886

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628

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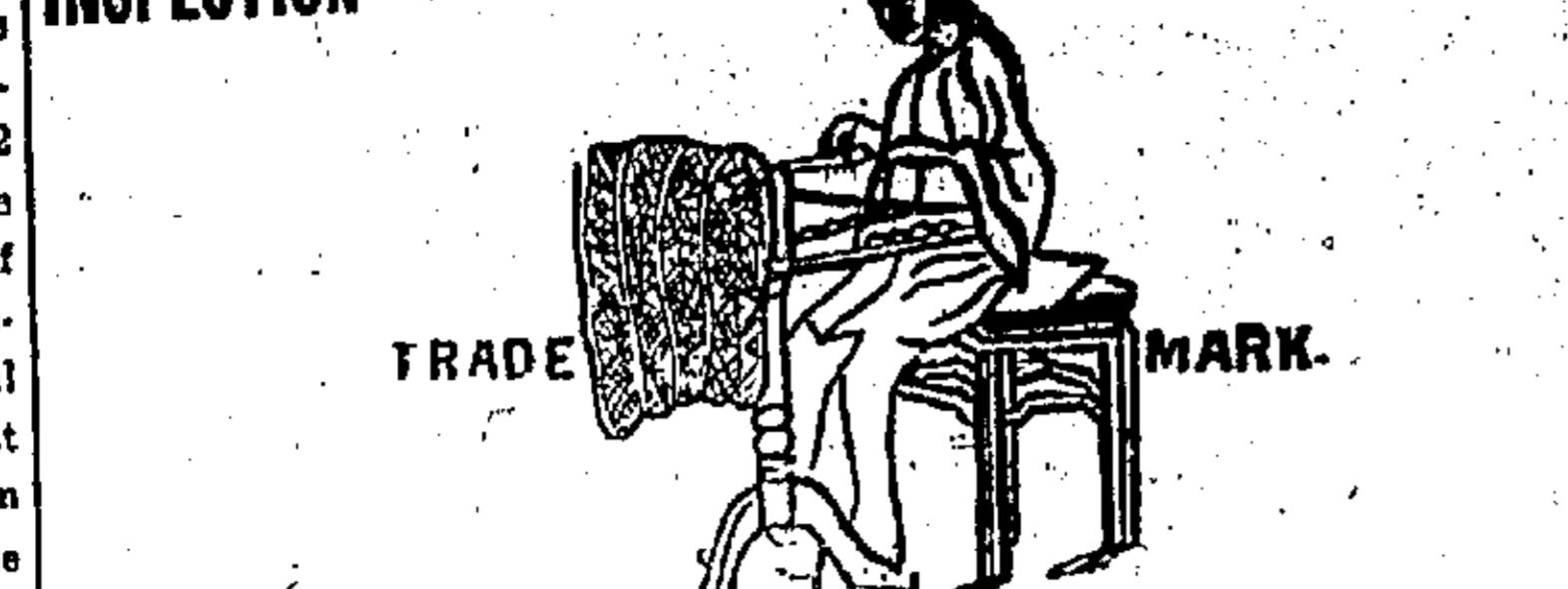
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and

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### PROVISIONS.

An inspection of our fine  
new premises and  
well-assorted stocks  
solicited.

5% off for cash.

### WINE & SPIRIT MERCHANTS.

### BULL DOG

## THE SAVOY, Ltd.

## LIGHT

## ALE.

This ALE, brewed expressly

for ROBERT PORTER &amp; Co.,

LIMITED, is bottled under a

special system which enables

the best characteristics of a

Good ENGLISH ALE to be

combined with extreme lightness

of character and a practical

FREEDOM FROM SEDI-

MENT, a result hitherto deem-

ed unattainable.

Per Case 4 doz. qts ... \$18

" 8 doz. pts ... 24

NAME SIZE IN BOXES OF 100

Great Britain...large 50 \$4.50

Venus.....large 50 &amp; 100 3.00

Hong Kong Club (cork tipped), large 50 &amp; 100 3.00

Princess, gold tipped (silver).....medium 100 2.20

Flor de Oriente, with tubes.....small 100 2.00

Moby (gold tipped).....medium 100 2.00

Germany.....medium 100 1.80

Paris.....small 100 1.50

The Pork Trotter.....medium 100 1.50

Emperor of China (gold tipped).....medium 100 1.20

Lusitano.....medium 100 1.00

We also make cheap cigarettes of second-grade Turkish Tobacco at \$6.00 per 100.

Minimum Quantity sold—1,000.

To Messes, Clubs, Hotels and all large Buyers, Special Terms are allowed.

**T. E. P. SPYROPULOS,**  
9, Beaconsfield Arcade.  
(OPPOSITE THEATRE ROYAL).

ESTABLISHED A.D. 1844.

### THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS at 6 a.m.

The following are in Stock:

PRIME Australian Beef, Mutton, Lamb,

Pork, DAIRY Farm Fresh-PORK &amp; VEAL

Beef, Best English.....75 cts. per lb

Beef, Best Australian.....70 cts.

Cape, Dairy Farm Fed, Dressed.....\$1.05 each

Chickens, do ..... 75 cts. "

Chicken's Livers.....4 cts. "

Chicken's Gizzards.....4 cts. "

Ducks, Local (dressed).....85 cts. each

Ducks, Wild.....75 cts. "

Australian Smoked Mullet.....50 cts. per lb

do do Schnapper.....50 cts. "

Geese, Local, (dressed).....\$1.50 each

Hares, Australian 1st Grade.....\$1.40 each

Hares, Best York.....70 cts. per lb

Hares, Australian.....\$1.50 each

Pineapple.....65 cts. (3 cts. extra per lb for Ham if cut).

Halibut, Fresh Canadian.....40 cts.

Honey, Best Australian.....60 cts. per lb

Kidneys Australian Sheep.....50 cts. each

Oysters, American, large size, \$2.50 per tin.

Australian Oysters 23 doz. b/tin \$1.00, bot.

" 5 " 81.90

bottles ..... " a large bottle

Partridges, Local ..... 75 cts. each

Pigeons, Local ..... 25 cts. each

Pigeons, Wild, Dressed ..... 20 cts. each

Rabbits, Australian 1st Grade, 65 cts. each

Rice Birds ..... 40 cts. "

Sausages, Australian Fritz ..... 60 cts. per lb

Sausages, Own Make (of Australia Meats) ..... 25 cts. per lb

Salmon, Fresh Canadian ..... 40 cts. "

Tongues, Australian Sheep ..... 20 cts. each

Turkeys, Australian (plucked) ..... 70 cts. per lb

SPECIAL NOTE.

Orders required to be filled in the Early

Morning should be sent in before 3.30 p.m. the previous day.

Orders for Noon should be sent in by 8.00 a.m. the same day.

Orders for 3.30 p.m. should be sent in by Noon the same day.

1278

### MEMOS FOR TO-MORROW.

Meeting.

Noon—Meeting of China Trade's Insurance Co., Ltd., at Co.'s Registered Office.

Amusements.

9 p.m.—Performance by Hongkong Amateur Dramatic Club in City Hall.

Miscellaneous.

Goods per Tram undelivered after this date subject to rent.

General Memoranda.

SATURDAY, February 17.—

Goods per Tram undelivered after 4 p.m. on this date will be landed.

MONDAY, February 19.—

2.45 p.m.—Auction of Household Furniture, &amp;c., at No. 14, Keutaford Terrace, Room.

9 p.m.—Meeting of Eastern Milk Lodge.

Goods per Tram undelivered after this date subject to rent.

TUESDAY, February 20.—

Transfer Books of Green Island Cement Co., Ltd., close from this date to 24th February inclusive.

Goods per Tram not cleared at 4 p.m. on this date subject to rent.

WEDNESDAY, February 21.—

Transfer Books of Hongkong Fire Insurance Co., Ltd., close from this date to 7th March inclusive.

FRIDAY, February 24.—

11.30 a.m.—Meeting of Green Island Cement Co., Ltd., at General Manager's Office.

Noon—Meeting of Shareholders of The Hongkong and Shanghai Banking Corporation, at the City Hall.

MONDAY, February 26.—

Noon—Meeting of Hongkong &amp; Whampoa Dock Co., Ltd., at Co.'s Office.

WEDNESDAY, March 7.—

Noon—Meeting of The Hongkong Fire Insurance Co., Ltd., at Co.'s Offices.

The China Mail.

HONGKONG, THURSDAY, FEBRUARY 15, 1906.

AN AUSTRALIAN NAVY.

ONCE more the parochial party in Australia is reviving its discredited agitation for a navy of its own. Of course as the Commonwealth is still in its infancy so to speak, its indiscretions may be regarded with a certain amount of tolerance. The desire to have a navy of "its very own," is perhaps natural, however unwise it may seem to those who look at defence matters from an Imperial standpoint. Australia, with the selfishness of youth, is apt to overlook the fact that she is only a portion of a great Empire and that her safety is best assured by the safety of the Empire as a whole. At present the Commonwealth pays a miserably inadequate subsidy towards the upkeep of the Australian squadron of the Royal Navy, and even this payment is objected to every time the Appropriation Bill is under consideration. The great objection urged against the subsidy system is the provision that in the event of war the Australian squadron would co-operate with the East Indian and China squadrons, and that this might result in the Australian coast being left open to a predatory cruiser. This fear is so utterly absurd and opposed to reason that one would be impatient were it not for the recollection that Australia's intellect is still immature and that when she is older she will be able to understand things. Perhaps if the position were explained allegorically Australia would comprehend. The Empire might be compared to a chain of forts in a vast plain surrounded on all sides by mountains whence, unexpectedly, enemies might swoop. The Imperialists claim that the most efficient means of "policing" the forts is for all to combine in the support of one centrally controlled organisation which would station its units at strategic points so that concentration to repel attack would be simple. The Australian Jingo's expedient is to appoint one policeman to lean against the wall of the Australian fort ready to ward off the invader with a cricket bat. It is sincerely to be hoped that the agitation which is now being sedulously promoted in the Commonwealth by a few ex-colonial naval officers who lost their positions when federation was accomplished, will be as signally unsuccessful as were those which preceded it. Australia can make any weird political experiments she likes in her domestic matters but when she threatens to dislocate Imperial plans it will be to the alert.

SOLE AGENTS:

A. S. WATSON &amp; CO., Ltd.

### LOCAL AND COAST NEWS.

The German Mail of the 17th Jan., was delivered in London on the 14th Feb.

Fifteen hawkers were fined \$3 each,

at the Magistracy, this morning, for selling dog's flesh without a permit at Happy Valley during the rite days.

The Madras Governor in Council is pleased to withdraw the regulations under the Venice Sanitary Convention imposed at all the uninfected ports of the Madras Presidency against vessels arriving from Hongkong.

A private car owner was fined \$5 at the Magistracy, this morning, for assaulting an Indian constable.

The constable declared that he was controlling the traffic from the race course yesterday when the defendant tried to cross the road. When the officer stopped him the coolie kicked him and tore his cap. The coolie denied the assault and said he was pushed down by the constable and only caught hold of his cap when falling.

The first performance of "Princess Toto" is to be given by the members of the A. D. C. to-night at the City Hall.

The production has been diligently rehearsed for some weeks past and last night a dress rehearsal was given when it was seen that the performers had reached a considerable state of perfection. The piece is an attractive one and abounds in pretty and graceful scenes, should be well received, and have a good run.

A Receiving Order Refused.

The Chief Justice refused to grant a receiving order in the Bankruptcy case, Hop Wo Chan ex parte Hang Heung Shiu Ki. Mr. H. K. Holmes appeared for the petitioning creditor and stated that the debtor owed his client \$651.

He read a letter in which the debtor stated that his business was not "progressive" owing to inability to collect debts which were outstanding in foreign ports, and that he intended to "temporarily suspend" payment of the account between them.

His Lordship ruled that the temporary suspension was not an act of bankruptcy as laid down, but was merely asking for time.

A Deserter.

An ex-soldier named William Hudgson was charged, before Mr. F. A. Hazlitt, at the Magistracy this morning, with having deserted from the 3rd, Middlesex Regiment in South Africa, on October 10th, 1904.

The defendant pleaded guilty and according to his statement had deserted from his regiment while serving in South Africa to try his fortune elsewhere. He drifted to Australia, subsequently to Manila, and then to Hongkong where

THURSDAY, FEBRUARY 15, 1906.

# THE CHINA MAIL.

## THE MISSION OUTRAGE AT CHANGPOO.

### SECRET SOCIETIES AT WORK.

#### Bloodthirsty Ambitions.

(From Our Correspondent.)

AMOY, February 12.  
The report of the attack on the English Presbyterian Mission which is operating in the Changpoo district, was received in Amoy with great indignation.

For some months past the whole of Changpoo has been practically seething with rebellion. Secret societies have been at work training men, preparing arms and enrolling members. The main objects of these societies are:

—The overthrowing of the present dynasty;

—The killing of all foreigners;

—The recovery of Formosa from Japan.

It will be seen therefore that the rebels hold high and ambitious views, but where the materials for such a huge campaign were to be obtained is rather a doubtful question, as the Changpoo district is but sparsely populated, and people have rather a hard time to obtain the necessities of life.

Affairs reached a climax when two members of a certain secret society were seized by another mission. In hot haste, the prisoners' captors went to the rescue, and with a vengeance, for they not only rescued their fellow compatriots, but burnt the Mission down and the missionaries were soon flying for their lives disguised in native dress.

Informed by their success the rebels thought the time had come for them to show their hands, and accordingly they marched on to the city of Changpoo in order to rout out the Presbyterians, but before they could do anything runners from the Yamen had met the rebels and invited their leaders to see the Mandarin and discuss their grievances. This they assented to, and over a feast he had prepared the rebels chatted with the representative of the dynasty they had come to overthrow. The Mandarin extracted a promise from the rebel leaders that for the present no further action should be taken.

On the following morning, however, a new band of insurgents appeared and they commenced to make for the Presbyterian Mission, and burn it down. All the ladies of the Mission had already left for Amoy, and only one missionary was left in charge.

The Mandarin sent a guard to escort him to the Yamen, where he was afforded protection from the mob.

The higher Mandarins are now bestirring themselves and are sending soldiers to quell Changpoo.

### LETTER FROM A MISSIONARY.

The following is an extract from a private letter received in Hongkong from one of the members of the Presbyterian Mission:

"We are all safe in Amoy, with the exception of the Rev. Oldham who is still in the Yamen at Changpoo, but the city has been relieved by soldiers from Amoy and Foochow and so he is now out of danger, I think."

"Our worldly goods are now contained in two cabin trunks of clothing and what we wear; everything else we possessed was plundered or burnt, only the walls of the house being left to tell the tale. Of my surgical instruments (£150) with hospital instruments, microscope, etc., all are gone. All the Christians are safe, though their houses have been plundered and burnt."

"We had a trying time getting away to Amoy. We were only a few miles from Changpoo when our houses were burning, and escaped that night. The ladies had to walk as no chariot bairds would come and no one would carry anything."

"No lives were lost except the thirteen who were beheaded the first day of the trouble."

### THE RAILWAY EXCITEMENT AT CANTON.

#### Public Still Enthusiastic.

Whilst the central government has decided to send a commission to inquire into the action of the Canton Viceroy, who was foolish enough to order the arrest of Lai Kwok Kim, the merchants and others are still as busy as ever in pushing forward the arrangements, says the Canton Times, that the work may be begun.

On the 10th of the present month there was another large and crowded gathering held in Canton, when sundry other regulations were decided upon. Some Hongkong Chinese were present.

So sensitive is the feeling that there was a considerable tumult yesterday in a big clother's shop in Ha Kau Fo. Whilst a discussion on the subject was proceeding between the master and some of his customers, as to the advisability of buying shares, some one present ventured to speak contemptuously of the undertaking. But such was the outburst of angry passion against him, that he was fain to rush out of the shop to have a whole skin.

Yesterday, a party, representing Canton Merchants at Hongkong, went to interview Lai Kwai Pui, the genry who has been arrested and is still in custody by order of the Viceroy, and had a conversation which last for several hours concerning railway affairs.

Tactai Won Ho, of the Hongkong Station of the Chinese Telegraph Administration, wired to the Commercial Department, Canton, requesting the allotment of 20,000 shares in the Canton-Hankow Railway, which was granted.

STEARN'S HEADACHE CURE can be obtained from all dispensaries (quickly by post). Never be without the

### A CASE OF PERSIMMONS.

#### Missing Witness Appears.

The missing witness in this case in which the Kwong Wing Tai sued the Kung Woo for \$149.83, due on the sale of persimmons, was present in Court this morning. The previous proceedings in this case have already been published.

Witness deposed that Lo Ho Choun, whom defendants alleged sold them the persimmons, had nothing to do with the transaction.

Cross-examined by Mr Bruton witness said the persimmons were purchased at auction by the master of the plaintiff firm, on his own account, not on behalf of the

The Poiso Judge.—Then the action is wrongly brought; plaintiff must be nonsuited.

### A CONSOLIDATED BANKRUPTCY.

#### Issue of Interim Receiving Orders.

In the Bankruptcy action, Kung Cheong firm ex parte McEwen, Frickel and Company, which came on to the Supreme Court this morning, before His Lordship Sir Francis Pigott (Chief Justice), Mr H. G. C. Bailey (who appeared for the petitioning creditor) said—Last week an application with reference to the same debtor was heard and a receiving order granted. I was not present, as I was unaware the case was to be called. Previously I made an application for an interim receiving order, but the Registrar, Mr Seth, declined to grant it on the ground that there were not sufficient facts before him. My friend, Mr Bruton, went to him later and on identically the same facts was granted an interim receiving order.

The Chief Justice.—Are you appealing against that?

Mr Bailey.—No! I just want to point it out.

The Chief Justice—I have granted a receiving order on the understanding that these two actions would be consolidated.

Mr Bailey.—That is acceptable to me.

### A QUESTION OF COSTS.

#### A Reinstate Action.

A question as to the costs of an action arose in the Summary Jurisdiction of the Supreme Court this morning, before His Honour, Mr A. G. Wise (Poiso Judge).

The case was one in which the Plaintiff Judge ruled that the case be struck out and an order for re-instatement was made, the plaintiff to pay the costs incidental to the order for re-instatement.

Mr Grist (who appeared for the plaintiff) announced that he had carried out the ruling, and that the case had since been settled.

Mr Bruton (for the defence) said there remained the question of costs of the first action to decide, and submitted that plaintiff should pay.

The Poiso Judge.—My ruling was practically judgment for defendant with costs.

Mr Grist.—The order for re-instatement overruled that decision.

The Poiso Judge.—No! I gave you leave to try, but you have not done so.

Mr Grist.—I am ready to go on with the case.

Mr Bruton.—The case is adjourned.

Mr Grist.—Yes; the defendant has paid my client the money claimed.

The Poiso Judge intended to make an order regarding costs, but suggested that the defendant should have his costs taxed by the Registrar and in case of an objection plaintiff appeal against the Registrar and argue the point.

### HONGKONG AND WHAMPOA DOCK CO.

The following is the report of the board of directors of the Hongkong and Whampoa Dock Company, Limited, to the shareholders ordinary yearly meeting of shareholders to be held at the offices of the Company, Queen's Building, Victoria, Hongkong, on Monday, February, 26, at 12 o'clock noon:

To the Shareholders of the Hongkong and Whampoa Dock Company, Limited.—Gentlemen, The Directors have to submit to you their Report with a Statement of Accounts for the half-year ended 31st December, 1905.

The net profit for the six months after paying interest due and all charges, amounts to \$171,649.03, to which has to be added

Account \$601,33-27, totalling \$62,982.16. From this have to be deducted Directors' Fees, \$10,000.00, and Auditors' Fees, \$750.00, totalling \$10,750.00, leaving \$52,232.10 available for appropriation, \$682,332.10.

The Directors recommend that a dividend for the half-year of 12 per cent. or \$30,000.00 be paid to the shareholders, and the balance \$232,232.10 be carried to the new account.

During the past six months 3 steel steam water-boats, one steel water-barge, 2 wooden lighters and 2 large steam launches have been completed and delivered.

The dredger "Canton River" was employed at Canton removing barriers for the Imperial Chinese Maritime Customs until 15th August since when the vessel has been laid up unemployed, the other work referred to in the last report not having been commenced.

Electric Drive is now being fitted in the Saw Mill, and a 40-ton Electric Crab for the Boiler Shop Travelling Cranes is now in course of erection.

Drazares.—Mr E. S. Wheeler, The Hon. Mr. W. J. Green and Mr E. W. Tidmarsh, the Hon. Mr. G. W. Dickson and Mr S. Silverstone have been invited by the Directors to the vacant seats at the Board, these appointments to be confirmed by the shareholders at this meeting.

In accordance with Clauses 78 and 85 of the Articles of Association Mr H. F. White and Mr E. Goetz retire by rotation, but being eligible offer themselves for re-election.

Sir C. Paul Chatre, Kt., O.M.G., has been re-appointed Chairman for the year 1906.

Auditors.—The accounts have been audited by Messrs Thomas Arnold and H. J. Jeffries. The Directors recommend Messrs Arnold and Jeffries for re-election.

O. P. CHATER,  
Chairman.

Hongkong, 11th February, 1906.

### COMPANY MEETINGS.

#### Hongkong, Canton and Macao Steamboat Company.

The ordinary half-yearly meeting of shareholders of the Hongkong, Canton and Macao Steamboat Company was held in the Company's Offices, at eleven o'clock to day. Mr E. Goetz was in the chair and there was also present:—Hon Mr R. Shaw, Messrs N. A. Siebs, A. Haupt, F. Salinger, E. Fuhrmann, O. Lenzmann, W. A. Crucikshank, T. Arnold (secretary), W. C. Clarke, J. Arnold, J. R. Michael, G. T. Veitch, P. Tester, L. Berindogau, G. de Champeaux and E. A. Stanton.

The Secretary read the notice convening the meeting and the Chairman said:—

"Gentlemen, with your permission the report and accounts will, as usual, be taken an

### IMPRESSIONS AT THE RACES.

Having been a sojourner on this little Island outpost of the British Empire for something over three years, I have never, until this year, attended Hongkong's race meeting. Some may remark "it is strange," but still true. Consequently my first impressions when I visited the courses on Tuesday afternoon were varied. Actually they started before I left the city. One needs must leave the town, and the Hongkong Electric Tramway Co. provide all facilities for conveyance to the scene of the races. I boarded a car, but I must say it was with extreme difficulty and not without a good deal of pushing and struggling. Once on board and before the car had reached its destination, I had sufficient time for reflection. My fellow-travellers were the first theme, and what a subject for students of human nature presented itself! All nations were there, I think, and the different types of faces all beamed with the our desire—to get to the course as soon as possible.

My stay on the car was a short one, and I soon found myself, to quote from a book

published in the year 1876, "descending into Happy Valley. A few more minutes

found us in the bosom of that delightful retreat rounding the last corner of the road, on the left of which, as we advanced, was the racetrack, a beautiful level plot

and worthy of the "turfites" of the colony,

with its railings and grand stand complete;

while on the right stood the walls of the cemetery encircling what had once been

"wild runners" on the rugged course

of human woes." I confess, the all

but holy tranquillity pervading every nook

of this sequestered Eden drew me from myself. Faith aspirations flattered from the calm soul, and as they spread their

hallored wings, I felt this pleasure-hunting

heart of mine was not yet dead to all

that the man above the brute. Would that I could carry such a scene as that for ever

in my mind! One might justly term it the

King of Extremes, for here around its

sunny sides are often met strange and

striking contrasts of the turf, when every

heart beats wild with life and vigour, while

eyes are following their particular

favorite around the course. The city's

dead are also here, with mourners for the

buried loved ones, contrasting sadly

with the merry laugh and picnic

jest echoing across its silent surface.

Numbers are here who closed their career

in blood, fighting for the honour and glory

of their country."

But let me proceed to the course. Having been provided with a ticket beforehand

I had no difficulty in entering the enclosure and for the first time I found myself a visitor at Hongkong's races. Mixing with

the crowd I soon became interested.

Visions of making a fortune loomed clear

ahead, and the fortune, when the day was

done, was, I regret to say, still in the

visionary stage.

The weather was far from being good,

a nasty drizzling rain falling during the whole

afternoon. The many stands, draped in

various racing colours, were fully occupied,

principally by the ladies, and it is a pity

that this was so, for, if anything adds

to the colour of attractiveness to a race meeting,

it is the many picturesque dresses worn by

the fair sex. At intervals, which were all

too short, the rain ceased, and then it was

that I caught a glimpse of what might

have been had the day been one of

sunshine, and the ladies allowed to

promenade on the lawns, instead of shut-

ting themselves away in the stands. A

few, braver than the others, strolled about,

taking an interest in most that was going

on, and backing their fancies "like a man."</

## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named—  
STEAMERS TO SAIL ON  
YOKOHAMA, VIA SHAI, JAVA, MOJI AND KOBE..... About 20th Freight and  
S. BACHAM..... Passage.  
SEANGHAI..... (DELTA C. L. DANIEL) About 23rd Freight and  
February. Passage.  
LONDON, &c..... (DELHI J. D. ANDREWS, R.N.) Noon, 24th See Special  
February. Advertisement

E. A. HEWETT, Superintendent.

## P. &amp; O. S. N. Co.'s Office.

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CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.  
The only Line that MAINTAINS a Regular Schedule. Service of 12 Days across the Pacific in the 'EMPEROR LINE'. SAVING 3 to 7 DAYS OCEAN TRAVEL.  
12 DAYS YOKOHAMA TO VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER

PROPOSED SAILINGS. (Subject to Alteration).  
R.M.S. LEAVES HONGKONG ARRIVES VANCOUVER.  
TARTAR..... 4426 TONS WEDNESDAY, Feb. 21. May 17.  
EMPEROR OF JAPAN..... 6000 TONS WEDNESDAY, Mar. 7. May 23.  
EMPEROR OF CHINA..... 6000 TONS WEDNESDAY, Mar. 28. April 18.  
ATHENIAN..... 3882 TONS WEDNESDAY, April 11. May 18.  
EMPEROR OF INDIA..... 6000 TONS WEDNESDAY, April 18. May 9.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class..... via St. Lawrence \$260. via New York \$22.

Intermediate on Steamers, } \$240. and 1st Class Rail, } \$242.

R.M.S. TARTAR and ATHENIAN Carry INTERMEDIATE Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. B. BROWN, General Agent,  
CORNER PEDDER STREET and PLATE, Opposite Black Pier.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	YUENSANG	FRIDAY, Feb. 16, at 4 P.M.
* SHANGHAI	CHOYSANG	SATURDAY, Feb. 17, at 3 P.M.
* SINGAPORE, PENANG ]	NAMSANG ...	THURSDAY, Feb. 22, at 3 P.M. AND CALCUTTA

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

755

## OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

For	LEAVING	SUNDAY,
TAMSUL, VIA SWATOW AND AMOY.	FEB. 18.	8 A.M.
TAMSUL, VIA SWATOW AND AMOY.		
SHANGHAI, VIA SWATOW, AMOY AND FOOGHOW.		
ANPING, VIA SWATOW, AND AMOY.	WEDNESDAY, FEB. 21, 10 A.M.	
SHANGHAI, VIA SWATOW, AMOY AND FOOGHOW.	THURSDAY, FEB. 22, 8 A.M.	

\* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further Information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

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## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY CO.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

VIA

## MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captains.	To Sail.
TREMONT	9600	T. W. G. JACK	About Feb. 24.

Cargo only.

DEBRA FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Showboat and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels assures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, apply to

DODWELL &amp; CO., Limited.

GENERAL AGENTS.

QUEEN'S BUILDING.

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## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED,

AND  
CHINA MUTUAL STEAM NAVIGATION

COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

OUTWARDS.  
FROM STEAMERS DUEGLASGOW AND LIVERPOOL YANTZEE 17th February.  
GLASGOW AND LIVERPOOL JANETTE 20th " "  
GLASGOW AND LIVERPOOL DIOMEDE 27th " "  
GLASGOW AND LIVERPOOL AGAMEMNON 6th March.  
GLASGOW AND LIVERPOOL TEENKA 13th " "  
GLASGOW AND LIVERPOOL MAGHAON 20th " "  
GLASGOW AND LIVERPOOL KREMEUN 21st " "  
GLASGOW AND LIVERPOOL KINTUO 28th "HOMEWARDS.  
STEAMERS TO SAIL\* GENOA, MARSEILLES & LIVERPOOL, ANTWERP, SAN BEDRICO 20th February.  
AMSTERDAM, LONDON & ANTWERP, SAINT BEDRICO 27th " "  
AMSTERDAM, LONDON & ANTWERP, ASHLERS 13th March.  
\* GENOA, MARSEILLES & LIVERPOOL, PELUSI 29th " "  
AMSTERDAM, LONDON & ANTWERP, ALINGUCH 27th " "  
AMSTERDAM, LONDON & ANTWERP, DIOMEDE 10th April.  
\* GENOA, MARSEILLES & LIVERPOOL, AGAMEMNON 20th " "  
AMSTERDAM, LONDON & ANTWERP, TEENKA 24th " "  
\* Taking Cargo for Liverpool at London Rates.TRANS-PACIFIC SERVICE.  
OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES OF  
AMERICA AND CANADA.EASTWARD.  
STEAMERS TO SAILVICTORIA, SEATTLE, TACOMA, and all YANTZEE 18th February.  
PACIFIC COAST PORTS, VIA NAGA, SAKI, KOBE & YOKOHAMA 24th March.WESTWARD.  
STEAMERS DUETACOMA, SEATTLE, VICTORIA, OANA 24th February.  
AND PACIFIC COAST FOR FREIGHT, APPLY TO BUTTERFIELD & SWIRE, AGENTS.

18

## CHINA NAVIGATION CO., LTD.

FOR STEAMERS TO SAIL

CEBU &amp; ILOILO SUMGANG + 16th February.

SHANGHAI KIUNG-LIANG + 19th February.

MANILA TAMIUNG \* 20th February.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, TINIAN \* 1 28th February.

SYDNEY &amp; MELBOURNE.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

\* Taking Cargo on Through bills of lading to all Yantze &amp; Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

2

## HONGKONG MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amidecks, Electric Light, Perfect Cabin Surgeon and Stewardesses carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

ARABIA 4483 MATHENITHIN Feb. 20, at Daylight.

ARAGONIA 5168 ERNST Mar. 11, at Daylight.

NICOMEDIA 4370 WAGEMANN Mar. 23, at Daylight.

NUMANTIA 4370 FELDMANN April 8, at Daylight.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

## Shipping.

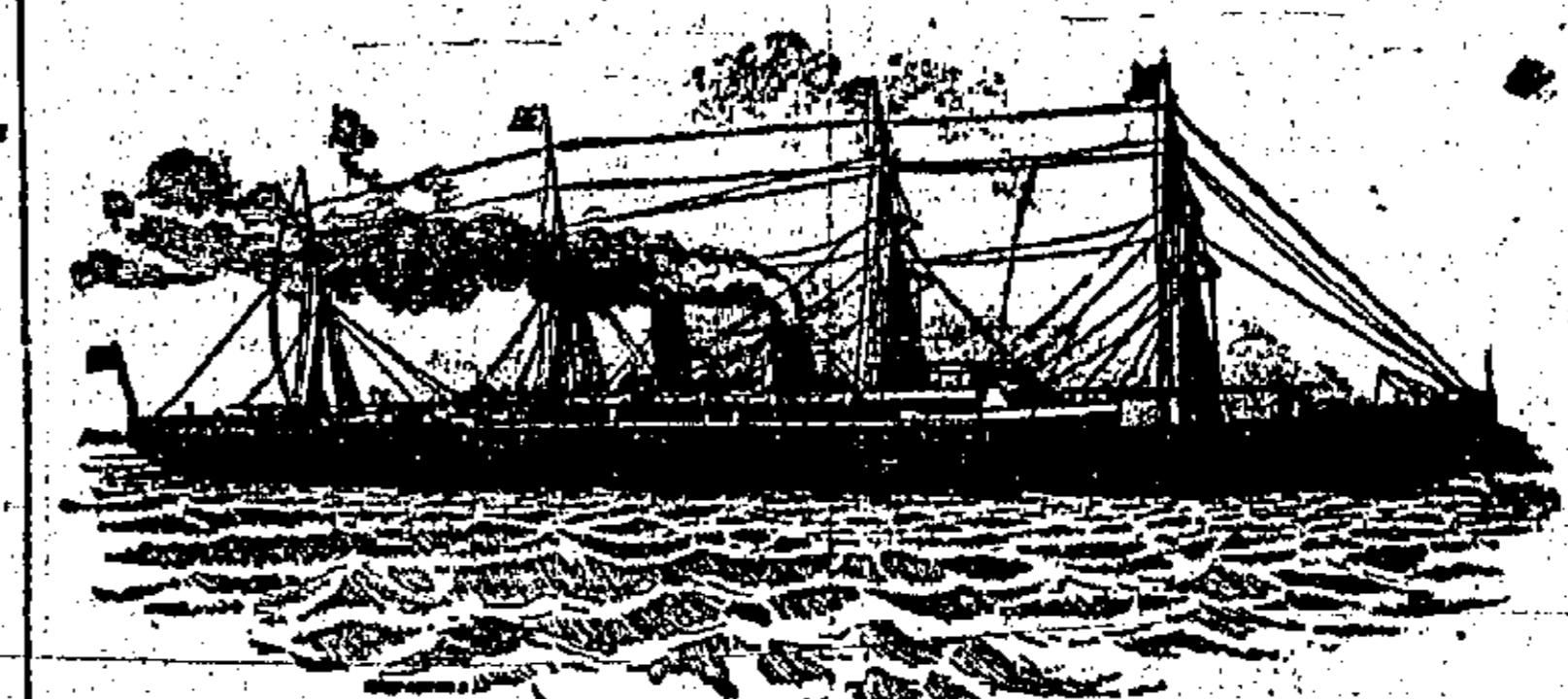
## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO.,

TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



## SEMI-TROPICAL ROUTE.

Only line taking the main Southern Route across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

COPTIC 9,000 Gross Tons, TUESDAY, 20th Feb., at Noon.  
SIBERIA 18,000 FRIDAY, 2nd Mar., at Noon.  
\* AMERICA MARU 11,000 SATURDAY, 10th Mar., at Noon.  
\* MONGOLIA 27,000 SATURDAY, 17th Mar., at Noon.  
CHINA 10,200 SATURDAY, 24th Mar., at Noon.\* NIPPON MARU 11,000 TUESDAY, 3rd April, at Noon.  
DORIC 9,600 TUESDAY, 10th April, at Noon.  
\* MANCHURIA 27,000 TUESDAY, 17th April, at Noon.  
\* HONGKONG MARU 11,000 TUESDAY, 24th April, at Noon.  
\* KOREA 18,000 TUESDAY, 1st May, at Noon.

\* Twin Screw.

## RECORD FAST TRIPS.

Yokohama to San Francisco, a.s. SIBERIA, 18,000 tons. September 18-27th 1865, 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, a.s. SIBERIA, 18,000 tons. August 16th-20th, 1866, 4 days, 19 hours.

San Francisco to Yokohama, a.s. SIBERIA, calling at Midway Islands and Honolulu enroute, August 16th-31st, 1866, 13 days, 13 hours.

Yokohama to San Francisco, a.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1865, 10 days, 10 hours and 29 minutes.

\* The O. &amp; O. Steamship COPTIC will be despatched from SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 20th February, 1866, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOT POSTE, FRANCAIS, FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship OCEANIEN, Captain COOTER, will be despatched for the above ports on or about MONDAY, the 19th Inst.

G. DE CHAMPEAUX, Agent.

Hongkong, February 13, 1866. 302

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSELLA, LONDON, HAVRE, BOUBEAU, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship SALAZIE, Captain AILAND, will be despatched for MARSELLA on TUESDAY, the 20th February, 1866, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—



## THE DIRECTORY AND CHRONICLE.

The Directory and Chronicle of the Far East for 1868, issued by the *Daily Press* Office has been published. The volume is larger than ever, and is enriched in importance. The war between Russia and Japan rendered obsolete certain agreements appearing in previous issues of the volume relating to Manchuria and Korea, but the new agreements concluded during the past twelve months have filled up the space in the volume which the older agreements occupied. The treaty of peace between Japan and Russia; Japan's agreement with China regarding Manchuria; her Pro-tectorate agreement with Korea, and her treaty of alliance with Great Britain are included. The Huangpu Conservancy also appears. Besides these, it will be observed that the previously existing Orders in Council governing British subjects in China and Korea have been replaced by the new order in Council which is now in force. The new rules for H.B.M.'s Supreme Court for China and Korea necessitated by the new Order in Council being not yet available, the old rules remain for the present in force modified in some important respects by certain provisional rules which have been adopted and which are included in the present volume.

The directory gives as far as possible lists of the foreign firms established in every centre of foreign trade between Vladivostock and Netherlands India. But for a second time the publishers have not been entirely successful in the case of Vladivostock, where the disturbances appear to have interrupted the postal service to a considerable extent and delayed many returns. It would also appear that no foreign firms have yet been permitted to re-establish themselves in Port Arthur. At Tsinan (the new name for Dalny) commercial firms, mainly Japanese, have returned to stay for the needs which must be considerable in that district after so exhausting a war. The descriptions of the various trade centres have been brought up to date and the statistical information regarding the trade and population of each place revised in accordance with the latest available official returns. The value of this annual production is so well-known as to need little comment—the current issue will be found equal to, if not better than, its predecessors.

## To-day's Advertisements

## SHIPPING.

## ARRIVALS.

February 14.

*Stettin*, British str., 1,938, J. E. Farrell, Singapore Feb. 8, Kerlosen Oil.—Geo. McBain & Co.

*Poating*, British str., 1,037, J. Cogan, Hull February 10, Sugar.—BUTTERFIELD & SWINE.

*Kong-wei*, German steamer, 1,115, Kohler, Bangkok Feb. 6, Rice.—BUTTERFIELD & SWINE.

February 15.

*Hainan*, British str., 638, A. J. Robson, Swatow February 14, General.—DOUGLAS STEAMSHIP CO.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of \$1.00 per Share, declared at the Ordinary Half-yearly Meeting of shareholders, held this day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on and after FRIDAY, the 16th February, 1868.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,

T. ARNOLD,  
Secretary.

Hongkong, February 15, 1868. 318



## VACANCIES.

APPLICATIONS are invited for the Appointments of 2 FEMALE PRO-BATIONER NURSES in the Manual Department of Hongkong. Applicants must be of British parentage and not under 20 years of age.

Applications in Handwriting of the Applicants, with Certificates of Character, etc. should be forwarded to the PUXIANO GOVERNMENT MEDICAL OFFICES at the Civil Hospital, not later than NOON of the 31st MARCH next.

SALARY, etc. of each Appointment:—\$480 rising by annual increments of \$60 to \$600 per annum, with Uniform, attendance, Free Furnished Quarters and an Allowance of \$84 per Annum for Fuel and Light.

Full particulars may be had on application.

By Order,

J. BELL,  
Superintendent.

Government Civil Hospital,  
Hongkong, February 15, 1868. 318

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHE LLOYD.  
BREMEN.JAPAN-CHINA-AUSTRALIA LINE.  
FOR YOKOHAMA AND KOBE.THE Steamship  
WILLEHAD.

Captain PH. OBENAUER will leave for the above places on FRIDAY, the 16th inst., at Daylight.

The splendid Steamer is specially fitted for Passengers & is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, February 15, 1868. 316

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW AND AMOY.

THE Company's Steamship  
HAIMUN.

Captain A. J. ROBSON, will be despatched for the above Ports on SATURDAY, the 17th inst., at 3 p.m.

For Freight or Passage, apply to  
DOUGLAS, LAPRAIK & CO.,  
General Managers.

Hongkong, February 15, 1868. 317

THE BROOKLYNBANK LINE TO  
FAIR EAST.STEAM TO SHANGHAI, KOBE AND  
YOKOHAMA.THE Steamship  
BENGALI.

will leave for the above places on  
FRIDAY, the 23rd inst., p.m.

For Freight, apply to  
SANDER, WIELER & CO.,  
Agents.

Prince's Building.

Hongkong, February 15, 1868. 323

PORTLAND & ASIATIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP ARABIA.

## FROM PORTLAND (OR.), YOKO-

## HAMA, KOBE AND MOJI.

THE above Steamship having arrived, Con-

signment of cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Cons'gns from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,  
Acting General Agent.

Hongkong, February 15, 1868. 321

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.THE Company's Steamship *Nansang*,

having arrived from the above Ports

Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after at 4 p.m., the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO.,

General Managers.

Hongkong, February 15, 1868. 316

Doors Open at 8.30. Commence usual time.

Hongkong, February 15, 1868. 316

## SHIPPING.

## ARRIVALS.

February 14.

*Stettin*, British str., 1,938, J. E. Farrell, Singapore Feb. 8, Kerlosen Oil.—Geo. McBain & Co.

*Poating*, British str., 1,037, J. Cogan, Hull February 10, Sugar.—BUTTERFIELD & SWINE.

*Kong-wei*, German steamer, 1,115, Kohler, Bangkok Feb. 6, Rice.—BUTTERFIELD & SWINE.

February 15.

*Hainan*, British str., 638, A. J. Robson, Swatow February 14, General.—DOUGLAS STEAMSHIP CO.

*Naungsang*, British steamer, 2,501, Geo. Poating, Calcutta Jan. 30, and Singapore Feb. 9, General.—JARDINE, MATTHESON & CO.

*Naungsang*, British str., 1,037, J. Cogan, Hull February 10, Sugar.—BUTTERFIELD & SWINE.

*Kong-wei*, German steamer, 1,115, Kohler, Bangkok Feb. 6, Rice.—BUTTERFIELD & SWINE.

*Kilburn*, British steamer, 1,800, L. Templett, Poole (S. Borneo) Feb. 5, Coal.—DODWELL & CO., LD.

*Kukkiang*, British str., 1,223, W. O. Jones, Shanghai February 11, General.—BUTTERFIELD & SWINE.

*Daiji Meru*, Japanese steamer, 1,568, G. Tagami, Tamsui, via Amoy and Swatow Feb. 14, General.—OKA SHOSEN KAISHA.

*Mataqua*, British steamer, 3,420, W. H. Dromard, London, via Colombo and Singapore Feb. 7, General.—NIKON YUSEN KAISHA.

*Malaya*, British steamer, 1,037, G. H. Jones, Swanage February 11, General.—BUTTERFIELD & SWINE.

*Taiwan*, British str., 1,042, J. Martin, Wuhu and Chinkiang February 9, Rice.—CHINESE.

*Signat*, German steamer, 907, C. Hanck, Bangkok February 7, Rice and General.—JENSEN & CO.

*Han*, French steamer, 730, Meierle, Haiphong and Hoihow Feb. 14, General.

*Amoy*, French steamer, 1,037, C. Hanck, Haiphong and Hoihow Feb. 14, General.

*Yochow*, British str., from Canton.

*Hemdal*, Norwegian str., from Canton.

*Haikou*, Chinese str., from Swatow.

*Haikou*, Chinese str